

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THIS U. S. Mail Steamship CITY OF PEKING will be despatched, for San Francisco, via Kobe and Yodohama, on TUESDAY, the 9th Inst., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return, 1 350.00

available for 6 months ... 325.00

To Liverpool ... 325.00

To London ... 350.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passenger, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices accompanying Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, July 1, 1880. 1221

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE STEAMSHIP ARABIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th Inst., at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return, 1 350.00

available for 6 months ... 325.00

To Liverpool ... 325.00

To London ... 350.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passenger by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passenger, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices accompanying Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, July 1, 1880. 1238

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAISE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, GOLOMBO, ADEN, SUZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSÉILLE, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO: LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 18th of July, 1880, at Noon, the Company's Steamship A.V.A., Commandant BONNEFOND, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Fares will be received on board until 4 p.m. Specie and Mails until 5 p.m. on the 17th July, 1880. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Cost and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 6, 1880. 1303

To-day's Advertisements.

GLEN LINE OF STEAM PACKETS FOR LONDON VIA SUMZ CANAL.The Steamship *Glenfinn*, Capt. Norman, will be despatched as above on MONDAY, the 8th instant, at 3 p.m. This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, July 6, 1880. 1307

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW. (Taking cargo & passengers at through rates for CHEFOU, TIENSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Jasong*, Capt. Jackson, will be despatched as above on MONDAY, the 8th instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, July 6, 1880. 1306

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.The Steamship *Almeria*, Captain Hay, will be despatched as above on TUESDAY, the 9th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, July 6, 1880. 1306

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.

The Co.'s Steamship *Mistletoe*, Captain Nelson, will be despatched as above on TUESDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWINE.

Agents.

Hongkong, July 6, 1880. 1305

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA. (Via Shima.)

The Steamship *Cornwallshire*, Captain Clarke, will be despatched for the above Ports on or about the 13th instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, July 6, 1880. 1311

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Cutterham*, Captain Clarke, will be despatched for the above Ports on or about the 13th instant.

For Freight or Passage, apply to RUSSELL & CO., Agents.

Hongkong, July 6, 1880. 1308

NEW ORIENTAL BANK CORPORATION, LIMITED.

A DIVIDEND for the Half-Year ending

A 31st March has been declared at the Rate of 6% per annum. Coupons attached to GOLD SHARE WARRANTS may be cashed, and DIVIDENDS on SILVER SHARE WARRANTS issued locally will be paid on and after 15th July, at the HONGKONG BRANCH OFFICE.

H. A. HERBERT, Manager.

Hongkong, July 6, 1880. 1314

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 5, Stanley Street, Victoria, Hongkong, on SATURDAY, the 20th day of July instant, at 3 o'clock p.m., when the following Special Resolutions will be proposed, viz.—

1.—That the Capital of the Company be increased to the sum of \$100,000 by the issue of 7,000 NEW SHARES of \$10 each, and that the Memorandum of Association be altered accordingly.

2.—That of the said 7,000 New Shares, 3,000 be offered to the Persons who, on the 13th day of August, 1880, shall be registered Shareholders of the Company in the proportion of One New Share for each old Share held by them and such offer shall be made by a Notice specifying the number of New Shares which each of such registered Shareholders shall be entitled to take up, and limiting a time within which such offer is to be accepted, and such acceptance shall be made by letter to the Secretary of the Company and by the payment to the HONGKONG AND SHANGHAI BANKING CORPORATION of the sum of \$6 in respect of each new share applied for. The notice shall also state that if such offer is not accepted in manner foreseen the shares shall be deemed to be desisted and all such shares (if any) as are desisted, together with the remaining 4,000 shares shall be offered to the Public (including shareholders) in such manner and at such times and on such conditions as the Board may determine.

3.—That Article No. VI, Subsection 1, of the Company's Articles of Association be altered by inserting therein in lieu of the figures '830,000' the figures '810,000' and in lieu of the figures '3,000' the figures '10,000'.

By Order of the Board,

E. W. MATTLAND, Secretary.

Hongkong, July 6, 1880. 1313

To-day's Advertisements.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the BALANCE of FIFTY DOLLARS (\$50) Due on each Share is now being called up, and SHAREHOLDERS are requested to Pay the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 31st day of July instant.

Any CALLS remaining UNPAID after that date will be charged INTEREST at the Rate of 5% PER CENT. in accordance with the Articles of Association.

MacEWEN, FRIECK & CO., General Managers.

Hongkong, July 6, 1880. 1312

CLEARED.

Clara, for Haiphong.

Pushki Mur, for Kutchinotra.

China, for Swatow.

Stora Nordisk, for a cruise.

Kung Lee, for Shanghai.

Sir Wm. Wallace, for Angel-Frund (W.S.) Mennon, for Sandakan.

DEPARTED.

Per *Eliza*, for Haiphong, 1 Portuguese, & 30 Chinese.Per *Venice*, from Singapore, 138 Chinese.Per *Fidelio*, from Singapore, 70 Chinese.Per *Almora*, from Amoy, 100 Chinese and Phillips, and 100 Chinese.

DEPART.

Per *Albion*, for Hoihow, 50 Chinese.Per *Tarlar*, for Foochow, 1 European, & 1 Chinese.Per *Chambo*, for Amoy, 540 Chinese.Per *Whampoa*, for New Zealand, 1 European, and 20 Chinese.Per *Yangtze*, for Shanghai, 25 Chinese.Per *Kuang Lee*, for Shanghai, 110 Chinese.

SHIPPING REPORTS.

The British steamer *Venice* reports

Good weather.

The German steamer *Fidelio* reports

Fine weather throughout the voyage.

The British steamer *Almora* reports

Moderate monsoon and fine weather.

The British steamer *Crown of Aragon* reports:—

Favourable weather throughout the passage.

POST OFFICE NOTICES.

MAILS will close:

FOR STRAITS & LONDON.—

Per *Kuang Lee* at 9 a.m., on Sunday, the 7th inst.

FOR SHANGHAI.—

Per *Kuang Lee* at 9 a.m., on Sunday, the 7th inst.

FOR STRAITS & LONDON.—

Per *Glenfinn*, at 2.30 p.m., on Monday, the 8th inst.

FOR SWATOW & SHANGHAI.—

Per *Taisan*, at 2.30 p.m., on Monday, the 8th inst.

FOR HAIPHONG.—

Per *Elesa*, at 5 p.m., on Monday, the 8th inst.

FOR SWATOW, AMOY & TAIWANFOO.—

Per *Thales*, at 9.30 a.m., on Tuesday, the 9th inst.

FOR STRAITS, COLOMBO, BOMBAY & TRIESTE.—

THE CHINA MAIL.

[No. 8266.—JULY 6, 1889.]

WHAT WOMEN TALK ABOUT.
What do women talk about?
Women, first, beyond a doubt;
Then their tongues begin to go.
On the topics told below.

Miseries and church affairs;
Household worries; children's care;
Aches and pains, and pains and aches;
New receipts for making cakes.

Servants girls with horrid ways;
Latest fashions; temperance craze;
How to save the heathen land;
Jars of fruit for winter canned.

Bonnets, dresses, ribbons, gloves;
Shopping fun; young maidens' loves;
Gossip; scandal quite intense;
And religious arguments.

Babbits; what to eat and wear;
How to hide the silvered hair;
How to keep youthful face;
And preserve a form of grace.

These and similar things, no doubt,
Do the women talk about;

Though the men suppose, ahem,

That they only talk of them.

THE OUTRAGES IN ARMENIA.

MOVEMENT FOR INDEPENDENCE.
Mr. S. M. Gregory, Parkes writes to the *Strata Times* as follows:—In reply to a question put to the Earl of Carnarvon in the House of Lords on the 13th of May last, regarding the serious state of affairs in Armenia, the Marquis of Salisbury made a reply which might reasonably have been expected from a political point of view. It cannot perhaps be expected that the British Government should have recourse to any reprehensible measures against the Ottoman Government, unless there are authenticated proofs forthcoming strong enough to give a serious political aspect to the unceasing representations and pub-

lications made in various parts of Europe in the question of Armenia. England has, under treaty engagements, a responsibility in this important question, and it is strongly hoped, both by the Armenian nation and the friends of Armenia, that proof will be forthcoming that the Turkish Ambassador in London entirely disbelieves, and the Turkish authorities deny and feebly contradict, any facts beyond doubt, and most seriously so. The Ottoman Government no doubt must be making efforts—which they ought to—to check or suppress the raids of the brigands, but Mousa Bey has been accused, as a correspondent of the *Daily Chronicle* has already announced, of English people, and the proclamations of liberty overthrown a bribe of £50, to the further terror of the sufferers! It is, however, not only the atrocious and outrageous cruelties of the lawless Kurdish Brigands, against which the inhabitants of Armenia have nearly rebelled, but also the endless actions and continual oppressions which, beyond everything, most of the petty rulers bring to bear upon the thousands and thousands of Armenians inhabiting the vast country between the Northern boundaries of Persia and the extensive ranges of the Caucasus; yet the Armenians hope that the noble Earl of Carnarvon and other friends of Armenia in the House of Lords, will further press the question when suitable opportunities again offer themselves, no doubt at a not very distant date.

I should, on the other hand, desire to point out that the long contemplated independence of Armenia is fast pushing forward towards a definite completion: Things cannot continue, in the manner they have, for ever. Servia and Bulgaria got their long-cherished liberty, why should Armenia?

If not encroaching on your columns, I would be much obliged if you would kindly give publication to the subjoined, which I have translated from the *Armenia* (a widely read and free Armenian newspaper, published for some years now, in Marsella) of the 20th April last. I feel sure that the Armenians in the Straits Settlements and her surroundings, who may not have the opportunity of reading the said paper in the original, would be glad to know what progress is being made in the question of freedom for their fellow-countrymen in Armenia.

Compatriots.—The Armenian Patriotic Union considers the time has now arrived to declare its existence, and to popularise and present itself to the public as organized.

The condition of Turkey-Armenia is becoming more serious every day, the oppressions, instead of decreasing, are being multiplied, the letters which we receive from our mother country exhibit in every one of these tears and bloodshed, and everything seems to show plainly that the Turkish Government is working, on a clearly defined programme, to drive the Armenian nation into further desperation and to expunge their ideas of making themselves a nationality in Armenia.

It is possible, Compatriots, to remain indifferent any longer, in sight of this ghastly performance, whilst our sisters and brothers in the fatherland, guardians of our sacred memorials and possessions, become martyrs for their very work of devotion! Can it be that we Armenians, secured and protected in foreign countries, will not be able to unite in one and the same, we should unite in working on a systematic basis? Union is strength, and the secret of overcoming our enemy lies in that union alone.

It is the object of the Armenian Patriotic Union to bring together, unite, and embody into one, all those ideas and resolutions which tend towards the same purpose, in order to bring about that moral, physical, and pecuniary strength which form highly necessary adjuncts towards the completion of our devoted work. We must create and centralize strength in the very heart of Armenia, and convince our brethren that we must all work unitedly for our independence, and push on to gain our desired end. Without these all

Governments to introduce certain improvements and reformation in Armenia according to her local wants, and also because it is shown that the Armenian Colonies in the various free countries do not render any practical help to fellow countrymen who suffer martyrdom in Armenia.

Can it be that there are no Armenian patriots, in free countries and abroad, who may be ready to give their helping hands to their brothers in Armenia? Can it be that such Armenians are in reality indifferent and incapable of it? If, indeed, we do not, then we should not be forthcoming with sufficient strength and determination in the Armenian nation to resist these over-multiplying oppressions? There are, we say, a strong number of sensitive and zealous Armenians, and there is in us sufficient power for resistance, but we are divided, and our power scattered far and wide, and there is no union in us. We all express our sorrows at the oppressions and cruelties perpetrated on our brothers in Armenia; we all desire the freedom of our fatherland, but we all do so independently of one another, which can never lead us to the desired goal.

We therefore urge that as long as our hearts beat, with one and the same feeling of patriotism, and our desire and resolution are equally one and the same, we should unite in working on a systematic basis!

Union is strength, and the secret of overcoming our enemy lies in that union alone.

Consider, Compatriots, that your brothers in the mother country are cruelly ill-treated and oppressed every day; they are deprived of their birthright and their rights; and now they have laid their hopes on the assistance of their fellow-countrymen in distant and foreign countries. Lay your hands on your heart and conscience, and consult yourselves whether you should still withhold your hands from that Union which we have endeavoured to call upon you to join.

M. POKROVSKIAN,
General Director,
Armenian Patriotic Union.

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday Noon, 6th July, 1889.

STOCKS.	When Established.	Capital.	No. of Shares.	Pur. Value per Share.	Amount Paid-up per share.	POSITION PER LAST REPORT.		CASH QUOTATIONS.		
						Reserve Fund.	At credit of working ac/c or Bal. Bro'tfund.	DIVIDEND.	DURING CURRENT WEEK.	Closing.
Banks.										
Hongkong & Shanghai Bank- ing Corporation.	1860 8	7,000,000	50,000 \$	125 all	\$ 4,300,000 \$	\$ 6,874,07	(20 for 1 year to 31.12. 85 ex 3.00% to 3.66 per share)	Feb. 25, '89 104 % prem., sellers	195 % prem.	182 % prem.
Marine Insurances.										
Union Insurance Society of Canton, Limited.	1867 8	2,500,000	10,000 \$	250 all	\$ 660,000	\$ 386,691.82	(20 %—25 per share for 1887)	Oct. 11, '88 \$105, nom.	—	—
China Traders' Insurance Co., Ltd.	1865 8	2,000,000	21,000 \$	83.33 \$	25 \$	\$ 650,000 \$	10 percent 50¢. sh. for year ending 31.12.88 (20 for 1 year to 31.12. 88 ex 3.00% to 3.66 per share)	Sept. 4, '89 \$80, nom.	—	—
North China Insurance Co., Ltd.	1863 5	1,000,000	5,000 \$	200 all	50 \$	Ts.320,000.00 Ths. 578,921.70	—	—	—	—
Yangtze Insur. Association, Ltd.	1882 4	200,000	8,000 £	25 all	Ths. 75,914.31 Ths. 3,089.05	—	—	—	—	—
Chinese Insurance Co., Ltd., (in liquidation).	1871 8	1,600,000	1,600 \$	200 \$	28,711.50 \$	15,255.84 \$	14 % for 1887 & 10 % to a/c 1888	April 3, '89 \$150, nom.	—	—
Canton Insurance Office, Ltd.	1881 8	2,500,000	10,000 \$	250 all	50 \$	304,000	estimated to 30 Sept. '88	Jan. 2, '89 \$132, buyers	\$132	\$130
Strait Insurance Co. Ltd.	1880 8	3,000,000	30,000 \$	100 all	20 \$	115,000 \$	10 percent for year ending 31.12.88	April 1, '89 \$23, nom.	—	—
Fire Insurances.										
Hongkong Fire Insur. Co., Ltd.	1863 8	2,000,000	8,000 \$	250 all	50 \$	1,031,186 \$	326,787.88	Feb. 26, '89 \$365, buyers	\$365	\$360
China Fire Insurance Co., Ltd.	1870 8	2,000,000	20,000 \$	100 all	20 \$	650,000 \$	223,443.29	Feb. 25, '89 \$87, sellers	\$87	\$86
Strait Fire Insurance Co., Ltd.	1880 8	2,000,000	20,000 \$	100 all	20 \$	13,000 \$	54,215.26 for 1887 & yr. c. 1888	Mar. 2, '89 \$18, nom.	—	—
Fire and Marine Insurances.										
Singapore Insurance Co., Ltd.	1884 8	4,000,000	40,000 \$	100 all	20 \$	11,875.91 \$	230,125.08 for 1887 & yr. ending 31 Dec. 1887	April 27, '89 \$16, buyers	—	—
Docks.										
Hongkong & Whampoa Dock Co., Ltd.	1868 8	1,562,500	12,600 \$	126 all	none	\$ 1,005.71	2 p.c. for 8 m. ending 31/12/88 & p.c. for '89	Feb. 26, '89 85 % prem., buyers	—	—
Steam-Boats.										
Hongkong, Canton & Macao Steam-boat Co., Limited.	1865 8	800,000	40,000 \$	20 all	50 \$	\$ 45,000	17.0 0.22	Feb. 3, '89 177 % prem., buyers	—	—
Indo-China Steam Navigation Co., Limited.	1882 8	1,200,000	30,000 £	10 all	50 \$	354,01 £	1822.5.9	June, '89 22 % prem., ex buyers	—	—
Douglas Steamship Co., Ltd.	1883 8	1,000,000	20,000 \$	50 all	50 \$	211,060.19 £	9 % for yr. end. 30 June 1888	Sept. 24, '89 \$83, buyers	—	—
China & Manila S. S. Co., Ltd.	1882 8	175,000	3,600 \$	50 all	50 \$	45,000 \$	3,344.97	Mar. 26, '89 \$180, nom.	—	—
Steam Launch Company, Ltd.	1888 8	100,000	2,000 \$	50 \$	30	—	150 pm, nom.	—	—	—
Refineries.										
China Sugar Refining Co., Ltd.	1878 8	1,500,000	15,000 \$	100 all	none	\$ 12,100.07	15 per cent. paid 24.2.88 (9 percent paid 19.2.88)	\$298, sellers	\$304	\$295
Luzon Sugar Refining Co., Ltd.	1882 8	700,000	7,000 \$	100 all	none	Dr. \$ 18,168.45	—	\$124, sellers	\$130	\$123
Wharves.										
Hongkong & Rowlson Wharf & Godown Co., Limited.	1880 8	1,700,000	17,000 \$	100 all	none	\$ 2,755.26	5 % for yr. end. 31/12/88	March 7, '89 \$107, buyers	\$198	\$190
Land.										
Hongkong Land Investment & Agency Company, Ltd.	1880 8	5,000,000	60,000 \$	100 all	50 \$	1,250,000	First year	—	\$145, sellers	\$146
Kowloon Land Investment & Building Company, Ltd.	1889 8	300,000	6,000 \$	50 \$	30	—	25 % prem.	—	—	—
Tramways.										
Hongkong High-Level Tram- ways Company, Limited.	1887 8	120,000	1,200 \$	100 all	50	—	44 per share—10 per cent per annum paid for first 6 m. ending 30/12/88	Dec. 22, '88 \$170, nom.	—	—
Mining.										
Jelion Mining & Trading Co., Ltd.	1880 8	225,000	45,000 \$	5 all	—	—	—	\$74, sales	\$74	\$66
Selama Tin Mining Company, Limited.	1889 8	575,000	116,000 \$	5 all	2	—	—	\$61, buyers	\$61	\$54
Fujon & Sangho Dye Manufacturing Co., Ltd.	1880 8	600,000	60,000 \$	10 all	none	—	—	\$99, sales	\$99	—
Societe Francaise des Char- bonnages du Tonkin, ...	1885 Febs	4,000,000	8,000 Fcs. 500 \$	50 \$	50 \$	—	—	\$36, sellers	\$36	\$33
Planting, &c.								—	—	—
East Borner Planting Co., Ltd.	1888 8	200,000	4,000 \$	50 \$	25					